



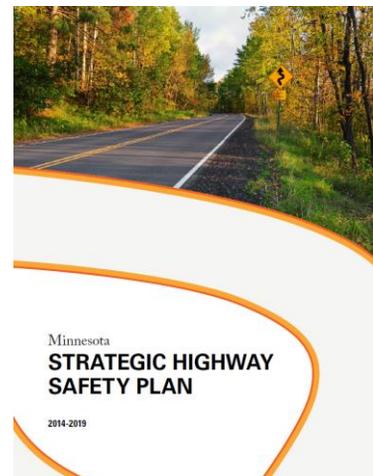
## Sharing Priorities for the 2020-2024 Strategic Highway Safety Plan

Minnesota TZD Conference  
October 24, 2019

### What is the SHSP?

#### The Minnesota Strategic Highway Safety Plan (SHSP):

- Sets direction to reduce traffic fatalities and serious injuries for all roadway users
- Recognizes the complicated relationship between crash types and promotes strategic partnerships to impact safety
- Is informed by data and input from traffic safety professionals and advocates of many disciplines
- Is required by federal law and is updated every five years



## What is included in the update?



**ANALYZE**  
recent crash data



**CONSULT**  
with traffic safety  
professionals and  
advocates



**PRIORITIZE**  
SHSP focus areas



**IDENTIFY**  
action-oriented  
strategies



**IDENTIFY**  
potential local  
champions



**DEVELOP**  
a user-friendly  
updated plan

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## Timeline

### Step 02

#### GATHER INPUT

Input sessions TZD regional  
workshops and other venues  
**Spring/Summer 2019**



### Step 04

#### FINALIZE PLAN

Finalize the SHSP  
**Early 2020**



### Step 01

#### ANALYZE CRASH DATA

Present summary of crash  
data analysis  
**Fall 2018**



### Step 03

#### SUMMARIZE & STRATEGIZE BASED ON INPUT

- Summarize input from all outreach activities
- Finalize focus area priorities and strategies



**Fall 2019**



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## Session Overview



- Statewide Crash Data Review



- Stakeholder Outreach



- Focus Area Priorities

- Action-Oriented Strategies

- 2025 Fatalities / Serious Injuries Goals

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## Statewide Crash Data Review

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## SHSP Focus Areas

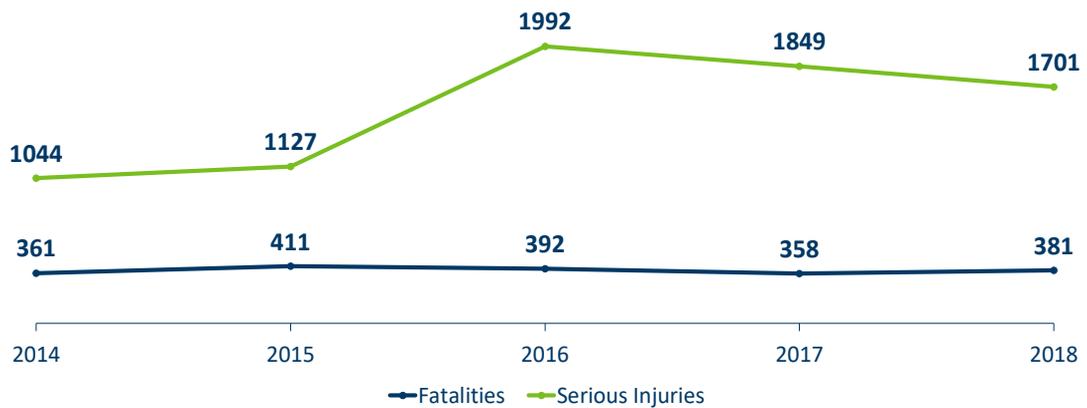
### 20 total focus areas:

- Bicyclists
- Commercial vehicles
- Impaired roadway users
- Inattentive drivers
- Intersections
- Lane departure
  - Run off the Road
  - Head On
- Motorcyclists
- Older drivers
- Pedestrians
- Speed
- Trains
- Unbelted occupants
- Unlicensed drivers
- Work zones
- Younger drivers
- EMS and trauma systems
- Traffic safety culture and awareness
- Vehicle safety enhancements
- Data management
- Management systems

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## Statewide Crash Data – Total Crashes

Total Statewide Fatalities & Serious Injuries (2014-2018)



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## Statewide Crash Data – Summary

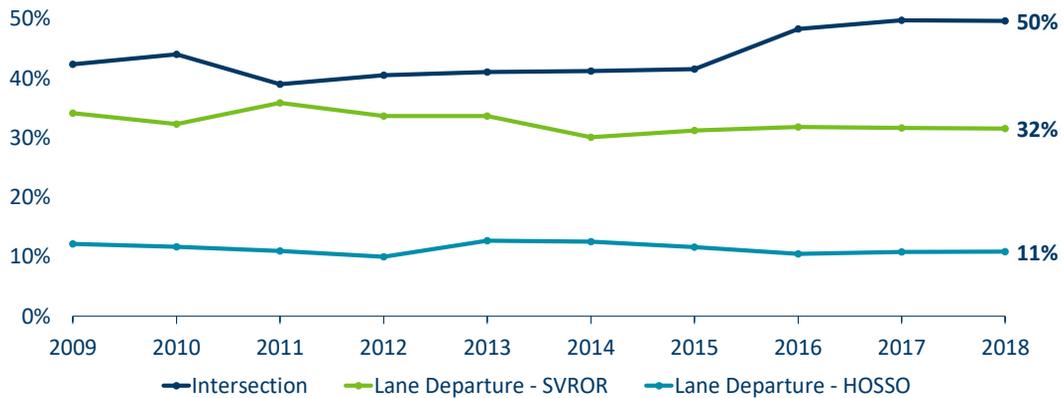
Fatal and Serious Injury Crashes = 8,188 over 5 years

<b>1</b>	Intersections	47%	<b>6</b>	Motorcyclists	17%	<b>12</b>	Head-On	11%
<b>2</b>	Single Vehicle Run off the Road	31%	<b>7</b>	Unbelted Occupants	16%	<b>13</b>	Commercial Vehicles	9%
				Younger Drivers	16%			
<b>3</b>	Impairment	25%	<b>9</b>	Unlicensed Drivers	14%	<b>14</b>	Bicyclists	4%
<b>4</b>	Speed	20%	<b>10</b>	Inattention	13%	<b>15</b>	Work Zones	2%
<b>5</b>	Older Drivers	18%	<b>11</b>	Pedestrians	12%	<b>16</b>	Trains	0.4%

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## Statewide Crash Data – Engineering

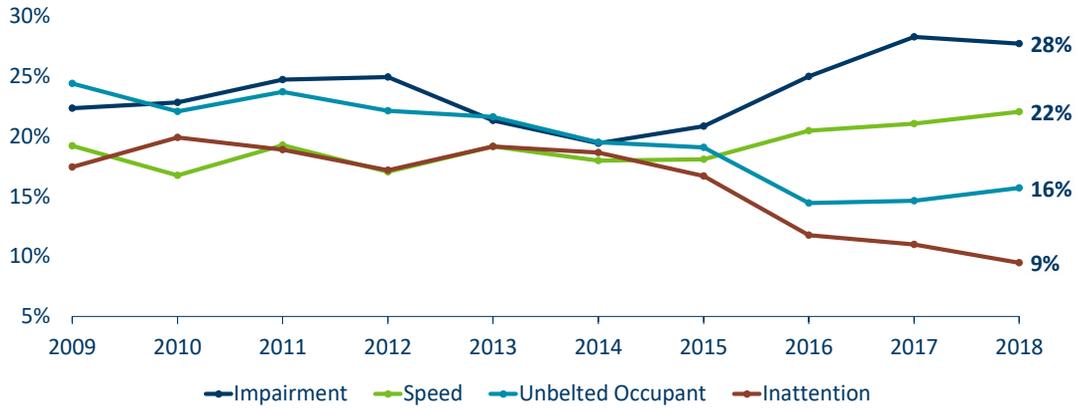
Engineering, Percent of Statewide Fatal & Serious Injury Crashes (2009-2018)



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## Statewide Crash Data – Behavior

**Behaviors, Percent of Statewide Fatal & Serious Injury Crashes (2009-2018)**



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## Statewide Crash Data – Drivers

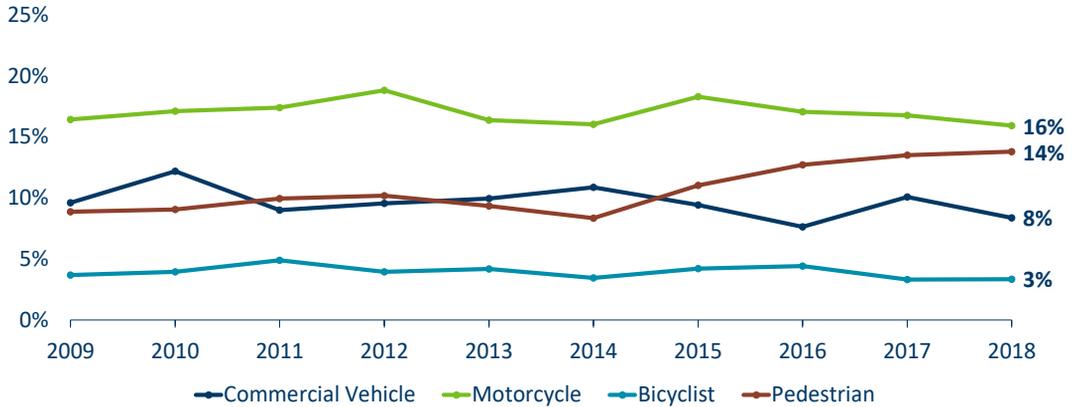
**Drivers, Percent of Statewide Fatal & Serious Injury Crashes (2009-2018)**



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## Statewide Crash Data – Modes

Modes, Percent of Statewide Fatal & Serious Injury Crashes (2009-2018)



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## Statewide Crash Data – Complex Environments

Complex Environments, Percent of Statewide Fatal & Serious Injury Crashes (2009-2018)



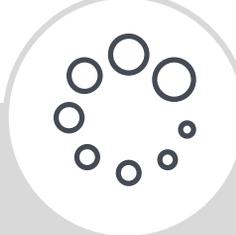
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## Statewide Crash Data – Trends



**TRENDING UP**

- Intersections
- Older drivers
- Pedestrians
- Speed
- Unlicensed drivers
- Work zones



**STEADY**

- Bicyclists
- Commercial vehicles
- Impaired roadway users
- Lane departure (head-on)
- Motorcyclists
- Trains



**TRENDING DOWN**

- Inattentive drivers
- Lane departure (run-off-the-road)
- Unbelted occupants
- Younger drivers

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## Who is involved?



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## Traffic Safety Stakeholders



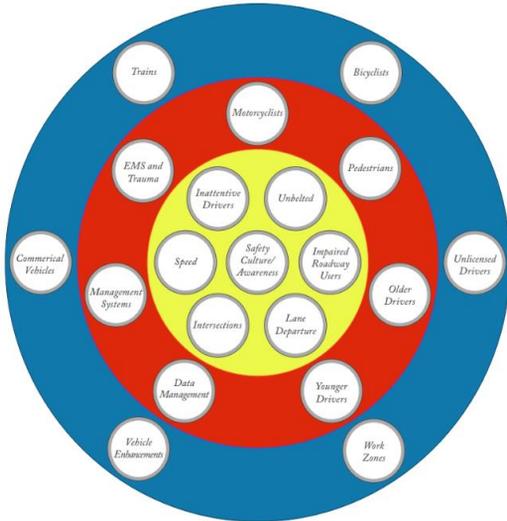
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# Targeted Stakeholder Input



## 2020-2024 Focus Area Priorities

## 2014-2019 (PREVIOUS) Focus Area Priorities

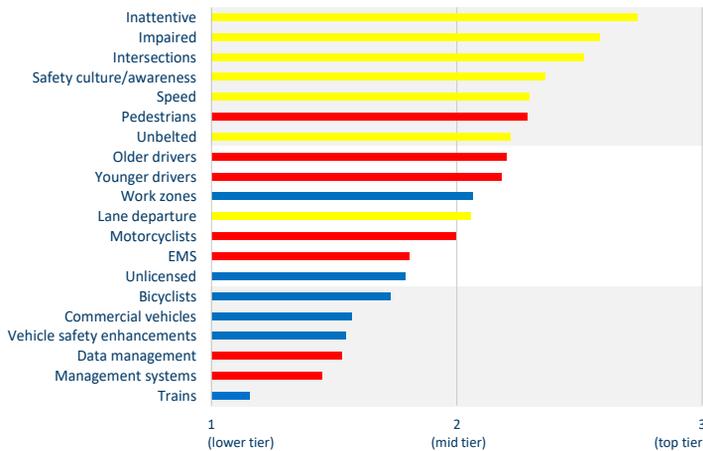


- Keep all emphasis areas, but identify priorities
- Look at emerging areas – what’s next for making a difference?
- Bullseye – Starting point to help identify new framework
- SHSP Steering Committee – reviewed input and determined new framework for 2020-2024 priorities

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## Input from TZD Workshops – Focus Area Priorities

Average statewide rating by focus area



Total participants = 546 respondents; West Central workshop not included



- Pedestrians (mid to top)
- Work zones (low to mid)
- Unlicensed (low to mid)

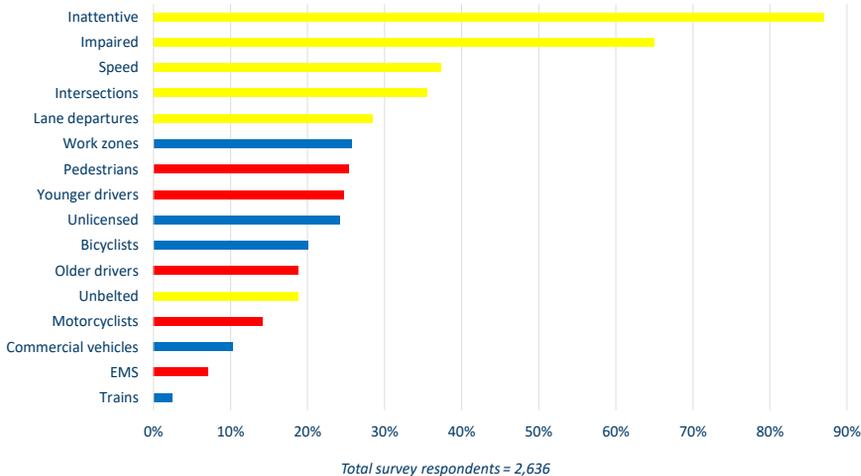


- Lane departure (top to mid)
- Data management (mid to low)
- Management systems (mid to low)

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## Input from Public Survey – Focus Area Priorities

Frequency Selected in top 3 statewide by focus area



### Survey did not ask about:

- Traffic safety culture and awareness
- Vehicle safety enhancements
- Data management
- Management systems

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## 2020-2024 SHSP: New Focus Area Groupings

- **CORE** – These focus areas are currently important and will continue to be important
  - Highly connected to other focus areas
  - Will have specific strategies in the SHSP
- **STRATEGIC** – These focus areas were mid or lower tier priorities in the previous SHSP but are increasing in importance
  - Increasing crash trends, the need for more or new strategies, demographic changes, social and political importance, and geographic differences
  - Will have specific strategies in the SHSP

## 2020-2024 SHSP: New Focus Area Groupings

- **CONNECTED** – These focus areas are important but don't rise to the level of Core or Strategic
  - Will not have specific strategies identified in the SHSP
  - Will still be addressed in the SHSP through connections to Core and Strategic focus areas
- **SUPPORT SOLUTIONS** – These focus areas are supporting tools and services that contribute to traffic safety
  - Will not have specific strategies identified in the SHSP
  - Strategies identified for other focus areas may include these elements

## 2020-2024 focus area priorities



### Core

- Inattentive drivers
- Impaired roadway users
- Intersections
- Speed
- Lane departure
- Unbelted vehicle occupants

### Strategic

- Older drivers
- Pedestrians
- Younger drivers
- Work zones
- Commercial vehicles
- Motorcyclists

### Connected

- Unlicensed drivers
- Bicyclists
- Trains

### Support Solutions

- Traffic safety education & awareness
- EMS & trauma systems
- Vehicle safety enhancements
- Data management
- Management systems

## Action-Oriented Strategies

### Strategies Gathered at TZD Workshops

#### Small Group Activity at Workshops

- Brainstormed strategies in specific focus area groups
- Selected top 3-5 strategies per small group
- Some were more specific tactics

#### Compiled Workshop Strategies

- Grouped similar strategies and tactics together
- To show ideas suggested most often

#### Activity with Steering Committee (TZD Leadership Team)

- Reviewed all strategies generated at workshops
- Selected "must-dos" for the SHSP

## Blending Input from Stakeholders and Agency Experts



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## Action-Oriented Strategies

### Format

- **Strategy:** High level strategy that conveys a broader objective.
- **Tactics:** Actions to accomplish the strategy.

### Example

- **Strategy 1:** Design roadways to reduce the frequency and severity of lane departure crashes
  - T1.1 Rumble strips...
  - T1.2 Improved pavement marking...
  - T1.3 Maintain clear zones...

## Number of Strategies and Tactics

Focus Areas	Strategies	Tactics
Core	19	67
Strategic	20	80
Traffic Safety Culture	---	5

### Categorized Tactics as

- **On-going:** Agencies already doing and will continue
- **Years 1-2:** Agencies could start in the near-term
- **Years 3-5:** Agencies could start in the long-term

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## Prioritizing Strategies and Tactics

- TZD Leadership Team identified two type of priorities
- Year 1 Priority Tactics
  - Items not being done now but a commitment to start
  - Summary action plans
  - 35 Tactics in 11 Focus Areas + Traffic Safety Culture
    - None in Lane Departure
- 5-Year Priority Strategies
  - Will receive extra attention over the life of the SHSP
  - 12 Strategies in 11 Focus Areas
    - None in Commercial Vehicles

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## Implementation

- Strategies/Tactics are the backbone to implementing the SHSP
- How Your Agency Can Implement the SHSP
  - Incorporate relevant strategies/tactics into your **PLANS**
  - Incorporate relevant strategies/tactics into your **POLICY**
  - Incorporate relevant strategies/tactics into your **PROJECTS/PROGRAMS**
- How You Can Implement the SHSP
  - Contact your Regional TZD Coordinator

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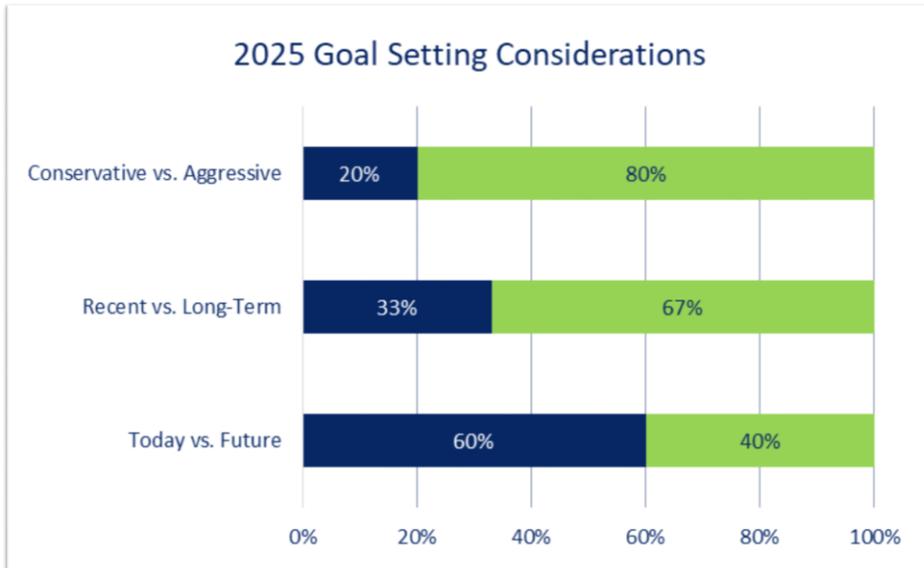
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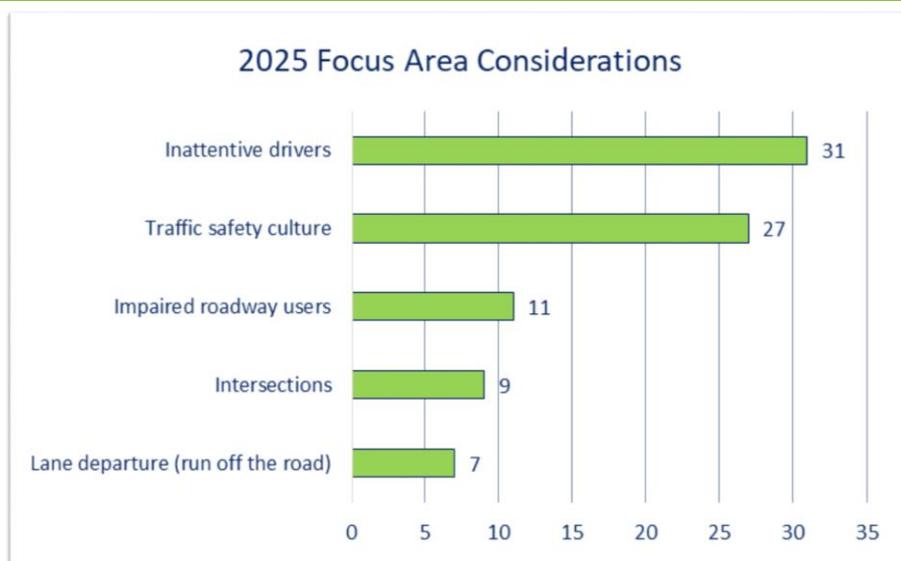


## 2025 Fatalities and Serious Injuries Goals

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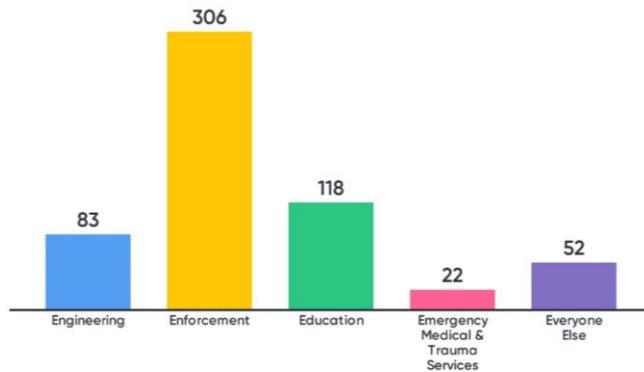
## 2025 Fatalities and Serious Injuries Goals



## 2025 Fatalities and Serious Injuries Goals

Which "E" do you represent?

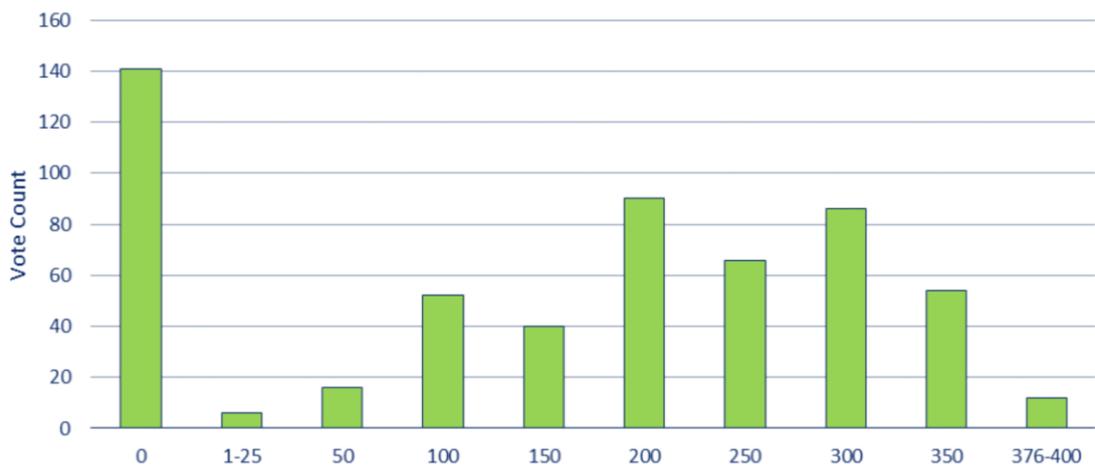
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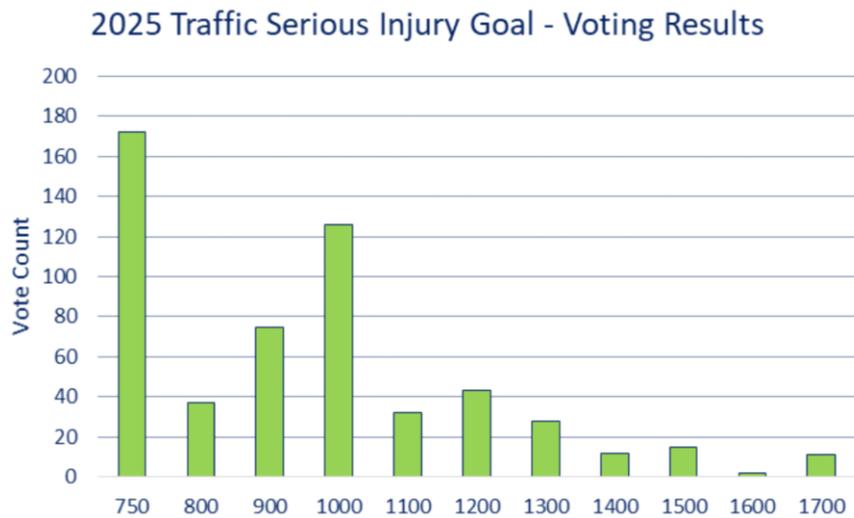
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## 2025 Fatalities and Serious Injuries Goals

2025 Traffic Fatality Goal - Voting Results



## 2025 Fatalities and Serious Injuries Goals



Closing Comments

## SHSP Contact Information



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